

SIR THOMAS SATISFIED.

HE THINKS THE SHAMROCK DID WELL ON FRIDAY, SINCE SHE HAS NOT BEEN CLEANED.

The challenger Shamrock did not leave her moorings yesterday. In spite of the fact that the days before the first cup race are few, Sir Thomas Lipton adheres to the plan he mentioned when he first landed of giving his men two holidays in the week.

Messrs. Fife and Ratsey were on the deck of the Shamrock yesterday morning, examining the gear, which had been subjected to some strain in the sailing of the previous day. The blocks on the Shamrock are all, or nearly all, made of aluminum, or some metal that looks like aluminum. They have no wood about them. The lead blocks on the deck and those on the bridle of the backstays are of the same composition. They may be of some alloy in which aluminum is the chief ingredient. As they were evidently chosen for their lightness, and as similar blocks proved unable in the case of the yacht Defender to stand the intended strains, a careful watch is now being kept on the Shamrock to discover any sign of weakening in them. Fife and Ratsey both give these things careful attention, knowing from long experience how much success in yacht races depends on apparently minor items.

Partly on account of the fact that the Shamrock's underbody has not been cleaned since she was launched, Sir Thomas thinks that her speed on Friday was entirely satisfactory. It was pointed out that the log showed how the Shamrock steered. The log showed a sailing of thirteen and one-third knots in beating ten knots to windward. This is just the windward length, and one-third of it added, so that the pointing of the boat must have averaged at four points from the wind's eye. A boat sailing at four points sails the windward distance from mark to mark, and one-third of it added.

When the North Atlantic Squadron passed Sandy Hook at 11:58 and came in around the Southwest Spit Buoy, which marks the channel, the course of the big war vessels brought them pretty close to where the Shamrock and the rest of the Lipton fleet were anchored. Sir Thomas and his party were grouped on the deck of the steam yacht Erin, to see the squadron. The crew on both yachts had lined themselves out along the sides eagerly watching the American battleships. The Scotch and English lads and men were frank in their expressions of admiration, and they waved their hats lustily.

The point that was formerly placed on the metal mast of the Shamrock has all been scraped off, and the spar is now as bright as a new dollar. It is thought that if the spar were made of steel it would not be thus subjected to rusting. Moreover, the metal looks too white for steel, and it is supposed to be of some composition that is not readily susceptible to oxidation.

A large number of yachts and small craft that were out for their afternoon sail gathered on the Shamrock yesterday, and the great reach of her spars called forth many a comment. All that can be seen of her hull was scrutinized carefully by earthen sailors who wanted to inform themselves for the betting field by studying out just what she is likely to do when she meets the Columbia. But in this search the Shamrock has baffled a good many by hiding her most interesting part under water, and those who were getting a line on the challenger yesterday did not come away with any fixed convictions. It is said that another steamer load of sailors who have never seen the Shamrock will be on board the Columbia in order that more opinions may be made known, and if any of these marine oracles can now settle the question their predictions will be gratefully received by the thousands who have come to the racing regatta.

Next week will be devoted to preparing the yacht for her final struggles, and her gear will be tested in daily trials on Sandy Hook. It is thought that the challenge will be put to the Columbia on the eve of the day of the day of the Dewey parade so that the work can be done when the public is interested elsewhere. Fife has been asked whether it is his intention to dock the yacht secretly or whether the Columbia will be in plain sight. Mr. Fife replied that nothing had as yet been decided on this point. He said he doubted whether the docking could be done with strict privacy, and although he did not say the impression given him from his apparent doubt on the subject that perhaps no further attempt at secrecy would be made.

If Mr. Fife agrees to this he will please many people who believe he has a good high speed design in his present challenger and many believe that he has constructed her as an out and out flat keel craft. The Tribune has her from first that the Columbia's bows are the best in the greatest with the interest in the races and if Fife has any new ideas worked into the shape of the challenger he may be sure of having the boat faithfully reported according to the facts.

THE COLUMBIA STARTS FOR BRISTOL.
SHE WILL REND ON HER RACING SAILS AND MAY TRY HER NEW STEEL MAINMAST.

The Columbia left New-Bethel about 4 o'clock yesterday afternoon for Bristol, where she will join the Defender. The yacht was under her own canvas, and for the first time when a long voyage was to be made Mr. Iselin was not on board. With his guests, Captain Woodbury King and Herbert C. Leeds, he remained at his home at All View, to witness a race of small craft given to pacify the younger set, who felt disappointed because they were not at the dinner given to Sir Thomas Lipton.

Mr. Iselin's party will go to Bristol by rail, and the St. Michael followed the Columbia.

It was learned yesterday morning that in addition to bending a new sail of racing style, the racer may try the flat stern which has been made for her, and now in use works perfectly. It is desired to have another in case of emergency. During the trials this week Mr. Iselin made a test of telescoping the topmast while the yacht was under canvas, and found that the practicability of using the steel mainmast. As the sailors left the cable which is fastened to the head of the topmast it was found that the lower log mast was not enough housed. Then the top raised again and put in its old position without lessening the speed of the boat. The No. 1 cabinpost was also tried several times.

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